

MOA NET ASSET BALANCES – Surplus and Deficits

Appendix F5: MOA Net Program Balances summarizes the current surplus and deficit balances of the MOA program. As shown in the table, the MOA program has amassed considerable surplus assets in most categories across many river basins and cataloging units. This surplus creation is a result of two factors. First, it represents the planned build up of advanced mitigation credits as outlined in the Tri-Party MOA. EEP has been aggressively pursuing mitigation assets to offset mitigation needs for planned NCDOT transportation projects anticipated to be permitted in MOA Years 3, 4, 5, 6, 7, and 8. Section X of the Tri-Party MOA outlines the EEP program's goals on when this mitigation is to be developed. The second reason for surpluses is the result of NCDOT transferred credits. NCDOT's undebited assets that were developed by NCDOT and transferred to EEP have mostly not been needed for current regulatory requirements because those assets were in cataloging units different than the permitted transportation projects during the transition period or were of a different mitigation type than the permitted impacts during the transition period. In many cases the unused credits are a result of development of assets for projects (such as New Bern and Havelock Bypasses) that have been delayed for various reasons. These unused assets will be applied to future NCDOT needs as those projects come on line.

MOA FUTURE REQUIREMENTS - REMAINING NCDOT PROJECTED IMPACTS

Appendix G: MOA Future Requirements - Remaining NCDOT Projected Impacts is a summary of the projected NCDOT transportation project impacts associated with the NCDOT's seven-year Transportation Improvement Program (TIP). Appendix G is summarized by MOA impact Year, river basin, and CU. The data in Appendix G originates from the original seven-year impact forecast submitted by NCDOT to EEP in February 2005. Some of the individual project impact projections have been updated by more recently collected field data. These revised impacts were submitted by NCDOT on a project-by-project basis over the last two years. Appendix G has also been updated to show only the remaining forecasted impacts covering the seven-year projection time period. In other words, during the course of the transition period, many of the original forecasted impacts are no longer forecasts as the NCDOT has formally requested that EEP accept mitigation responsibility for specific impacts associated with the transportation projects. Appendix G shows only those projects where NCDOT has not yet requested mitigation or where the EEP has not yet formally accepted mitigation responsibility. NCDOT divisions were unable to provide impacts by individual MOA Year. Instead, each division estimated a lump-sum estimate for seven years. This lump sum amount was spread evenly through each of the seven year TIP years. Note that there are still substantial amounts of impacts that were projected to occur during the Transition Period but NCDOT has yet to request that EEP accept mitigation responsibility for them. These impact projections represent impacts forecasted to occur in the transition period, but for various reasons, the projects were delayed to a time outside of the transition period and